

STATINTL

D R A F T

(OL/RECD 16 July 1974)

DISCUSSION PAPER

SUBJECT: National Capital Planning Commission (NCPC) Planning Criteria
Relative to Various Uses of the Langley Federal Land Complex

1. For several years the Defense Intelligence Agency (DIA) has been attempting to justify and construct a new Headquarters Building at several potential locations including Federal land adjacent to the Agency Headquarters compound, Arlington Hall Station, and various other Department of Defense (DOD) sites. Although much effort was exerted to justify the construction of the DIA facility on the Bureau of Public Roads property adjacent to the Agency Headquarters compound, a determination was made to attempt to construct the building at Arlington Hall Station.

2. The DIA proposed construction program at Arlington Hall Station has been actively opposed by Arlington County. Recent information on DIA intended options indicate that DIA is seeking FY 1976 funds for the construction of a building to house employees, and that the 32-acre Scattergood-Thorne life estate property to the south of our Langley Headquarters compound is again being considered as a potential site.

3. The Agency has had a continuing interest in the Scattergood-Thorne property as a future expansion site for consolidation of our outlying functions at Langley. In view of the life estate tenure of the property, the estate will not revert to the Federal Government until the death of

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the last remaining owner. In anticipation of such an eventuality, the potential excessing of Department of Transportation (DOT) land to the west, and the need for additional land to provide for desired Agency consolidation at Langley, a Preliminary Master Plan was prepared assuming the utilization of the Scattergood-Thorne property (32 acres), the DOT excessed property assigned to the Agency (44 acres), and presently owned Agency property. The General Services Administration (GSA) and NCPC were informed of our desire and interest in the Scattergood-Thorne property for future consolidation use. Several specific, written requests have been made to GSA to assign this property to CIA.

4. The Preliminary Master Plan was submitted to NCPC in December 1972 and it was approved conceptually with various qualifications including limits on the additional number of employees to be housed [redacted], and the additional number of vehicles allowable [redacted] consistent with NCPC guidelines for population and traffic planning levels in this Federal employment area. The Preliminary Master Plan envisioned an increase of Agency employees at Headquarters from [redacted] due to consolidation. Total Headquarters population including others (GSA, GSI, C&P, DOD, etc.) resulted in a projected increase [redacted] projections envisioned an increase [redacted] positions.

5. The historical role of NCPC in establishing guidelines for Federal buildings in this Langley area have been consistent in their

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conception and application. In 1962 NCPC made a determination that, based upon an extensive traffic study and a desired Federal Employment Plan density in this specific land complex, the Federally owned land consisting of Agency property and Bureau of Public Roads (BPR) property would be limited to the housing of [] employees. STATINTL

6. In 1967 NCPC prepared a Draft Comprehensive Plan of the National Capital Region and an updated Federal Employment Plan which also assumed approximately [] employees as the employee density for this area. STATINTL

STATINTL NCPC records on Federal employment showed a 1966 Agency figure of [] employees. The Commission recommended "employment ceiling" for STATINTL the Agency was []. At that time, the Commission had in mind the STATINTL further increase in this area of [] employees to be divided between the Bureau of Public Roads and CIA. Although BPR estimated an employee increase from 150 to 500 for the next 15 years, NCPC projected a 1985 STATINTL figure of 500 for BPR and an Agency "Ceiling" of []. In its 1974 efforts to update planning information for the proposed Comprehensive Plan of the National Capital Region, NCPC listed Agency employment as STATINTL [] in 1971, and projected employment of [] in 1992 in a document STATINTL entitled "Proposed Use of Existing Work Sites and Anticipated Federal Employment Changes in the National Capital Region, by Major Political Sub-division."

7. NCPC determinations on Regional Planning and related criteria have always been influenced significantly by traffic and the general problems it introduces into planning. NCPC clearly states that present criteria which limits the amount of parking allowed and employee densities

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is a measure of known and reasonably projectable roadway system upgrading. If major progress is made in the highway program and traffic flow is more successfully upgraded, NCPC guidelines and criteria affecting parking and population could change to higher levels. However, the realities of energy conservation, pollution abatement efforts, and other municipal priorities tend to obviate such implementation.

8. In retrospect, the previous efforts of DIA to obtain BPR land at Langley were unsuccessful essentially due to our presence and known need to expand and the NCPC limiting planning criteria discussed above. During our discussions with NCPC representatives concerning our desires to acquire neighboring land, our consolidation master planning, and DIA desires to relocate to Langley, informal NCPC opinions and comments indicated that another large agency could not be supported in the Headquarters environs by the present access road network. Although NCPC has taken this position, it had indicated to DIA in 1968 that it would not object to increased personnel (over the appearing above) provided the necessary road networks are developed. Such discussions revealed that both NCPC and Congressional Committee members, who were considering the DOD request for construction money, felt the best answer for DIA was to build at Arlington Hall. As a gesture to Arlington County, which objected strongly to the use of Arlington Hall for the DIA Building, DOD had been told to research all other possible sites. This research included the BPR land. It is understood that the Commission had reacted negatively to this inquiry.

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9. In view of the above facts, criteria, and planning history, various factors appear to weigh against DIA justification or acquisition of the 32-acre Scattergood-Thorne Tract for their proposed New Headquarters Building site and they are as follows:

a. The total acreage of this Langley Federal land complex upon which Federal facilities can be constructed to house to STATINTL
STATINTL employees in compliance with the longstanding guidelines of the NCPC Comprehensive Plan and the Federal Employment Plan has been reduced by slightly more than one-half (235 acres for use as a national parkland). The eventual reversion of the 32-acre Scattergood-Thorne Tract to the Government for Federal use could not logically support or justify employee increases above the
STATINTL presently planned in view of such large-scale reduced availability of land.

b. Major highway and roadway system upgrading necessary to accommodate acceptable traffic flow levels to suit both CIA, DIA, local community needs, and NCPC guidelines are presently long-range concepts at best, and it is questionable that an adequate highway system within practical cost limits could be designed and constructed to satisfy this four-pronged need in the foreseeable future.

c. Realistic planning logic rules against precluding the expansion potential of an Agency facility in place in favor of such scarce land use for another agency facility which has other present

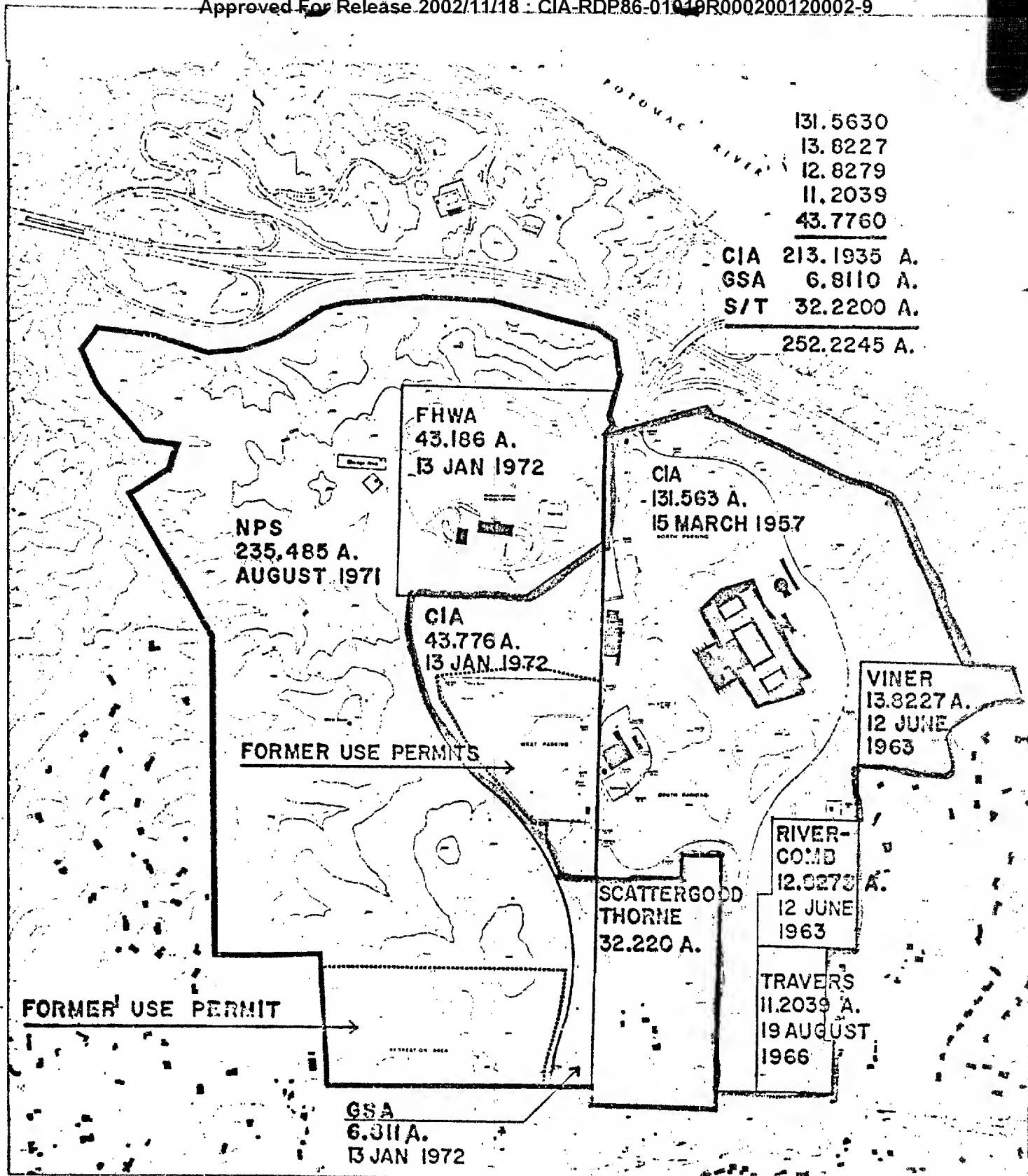
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and future expansion options available at other sites with the inherent maximum benefits to be derived by the total Federal establishment.

d. The Agency has documented its interest, need, and future objectives pertaining to consolidation, land acquisition, and total land use requirements with both GSA and NCPC. A Preliminary Master Plan quantifying our requirement and delineating a conceptual scheme of building and land use has been accepted and endorsed by NCPC. An environmental description supporting a determination of no environmental impact has been prepared, documented, and submitted to the proper authorities.

e. Federal energy conservation measures and environmental pollution abatement considerations will challenge increased traffic trends in order to combat air pollution and reduce gas consumption.

f. The explosive sensitivity of public reference to the proposed use of the Scattergood-Thorne property while the last survivor is still alive has destructive publicity flap potential with which neither representatives of the Congressional Committees, DOD, NCPC, or GSA would venture to become involved. Accordingly, it is doubtful whether a major project construction decision of this kind would be made on the unknown timing and availability of this land.



FEBRUARY 1972
(rev. 9 MARCH '72)

Acreage (Parking and Roads existing)

West Lot*	13.97 A.
North Lot*	11.13 A.
South Lot*	10.99 A.
Roads and Small Lots	<u>3.0 + A.</u>
Total Existing A.	39.09 + A.

*Includes perimeter access road acreage.

Acreage (Parking and Roads Proposed)

West Lot* (Incl. P. Struct.)	11.47
North Lot*	11.5
New West Lot*	2.8
South Lot	3.5
New South Lot* (Incl. P. Struct.)	11.9
EOD Parking*	1.0
Roads & Small Lots	<u>3 +</u>
Total Parking (Proposed)	45.17

*Includes perimeter access road acreage

Acreage (Total proposed)

	252.2245 Acres
CIA	213.1935 A. existing 4/72
GSA	6.8110 A.
Scattergood-Thorne	<u>32.2200 A.</u>
	252.2245 A.

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PROPOSED USE OF EXISTING
FEDERAL WORK SITES AND ANTICIPATED FEDERAL EMPLOYMENT
CHANGES IN THE NATIONAL CAPITAL REGION,
BY MAJOR POLITICAL SUBDIVISION, 1972 TO 1992

DRAFT FOR STAFF AND AGENCY REVIEW
JANUARY 1974

NATIONAL CAPITAL PLANNING COMMISSION
1325 G STREET, NW.
WASHINGTON, D. C. 20576

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The following tables summarize the results of a preliminary staff review and evaluation of existing Federally-owned sites within the National Capital Region as part of the Commission's current studies leading to the adoption of the Federal Employment element of the Comprehensive Plan for the National Capital Region. It also contains a preliminary identification of possible new sites for Federal acquisition in the District of Columbia and projected employment capacities on these sites.

These tables indicate the staff's understanding of the plans for the future utilization of each site by the agency occupying and/or having jurisdiction of the site, the current status of the Master Plan for the site (if any), the existing employment (as of December 31, 1971, wherever possible and the projected employment on the site in 1992.

The following explanatory notes are intended to supplement the tables and permit a full understanding of information indicated in each column. The following notes appear in the order of the columns as shown on the tables reading from left to right:

1. AREA AND FACILITY

This column indicates the political jurisdiction in which the Federal installation is located. Within the District of Columbia, the sites are grouped by location within (1) the Central Employment Area (CEA), (2) the rest of the old L'Enfant City outside of the CEA and, (3) the rest of the District outside the L'Enfant City. Within the State of Maryland and the Commonwealth of Virginia, the sites are grouped by location within local political jurisdictions.

This column also indicates the Federal facility or installation within that area by the name most commonly used to identify the facility, installation, or building.

2. AGENCY

This column indicates the Federal agency which occupies and/or has jurisdiction of the site and which is responsible for long-range planning for the site.

3. PROPOSED USE

This column indicates the responsible Federal agency's current plans for the use of the site in the next 20 years to the extent they are now known, by the following categories:

- a) Retain, with present use--Indicating the proposed retention of the site with no major proposed change in either land use or employment on the site.
- b) Retain, with more intensive use--Indicating the proposed retention of the site with the same use but with some increased development and/or increased employment on the site.
- c) Retain, with modified use--Indicating the proposed retention of the facility but with some modification of the existing use. May involve land use changes, more or less intensive development and/or employment changes. In such cases, the specific proposed use may be indicated if plans have already been developed for the modified use of the site.
- d) Suspend use--Indicating the user agency's intention to abandon the site within the next 20 years.

In some cases, the agencies' plans may be described in other ways depending on the current situation. For example, some proposed developments have been "authorized but not funded" or "under construction," etc. In such cases it has been assumed that the agency plans to "retain the facility with the present use."

4. MASTER PLAN STATUS

This column is intended to indicate whether there is a Master Plan for a particular site and whether it has been approved by the Commission. Where there is an "Approved" Master Plan, the date of the most recent approval is indicated. Where "In Preparation" is

indicated, there is no approved Master Plan but one is in the process of being prepared by the responsible Federal agency. "None" indicates a site where there is no approved Master Plan and where, according to the latest available information as of November 1973, no Master Plan is being prepared. "Not Appropriate" indicates that the site is either too small (usually a single building) or the user agency plans to abandon the site and therefore has no long-range plans for the continued use of the site.

Generally speaking, master plans have been or should be prepared for all existing Federally-owned sites in the Region that:

- a) Involve a number of acres and a number of separate buildings--as distinguished from the site of a single building.
- b) The responsible Federal agency plans to retain and use the site for at least 20 years and that proposal is consistent with the Comprehensive Plan for the National Capital.
- c) The site is located outside of the Central Employment Area.

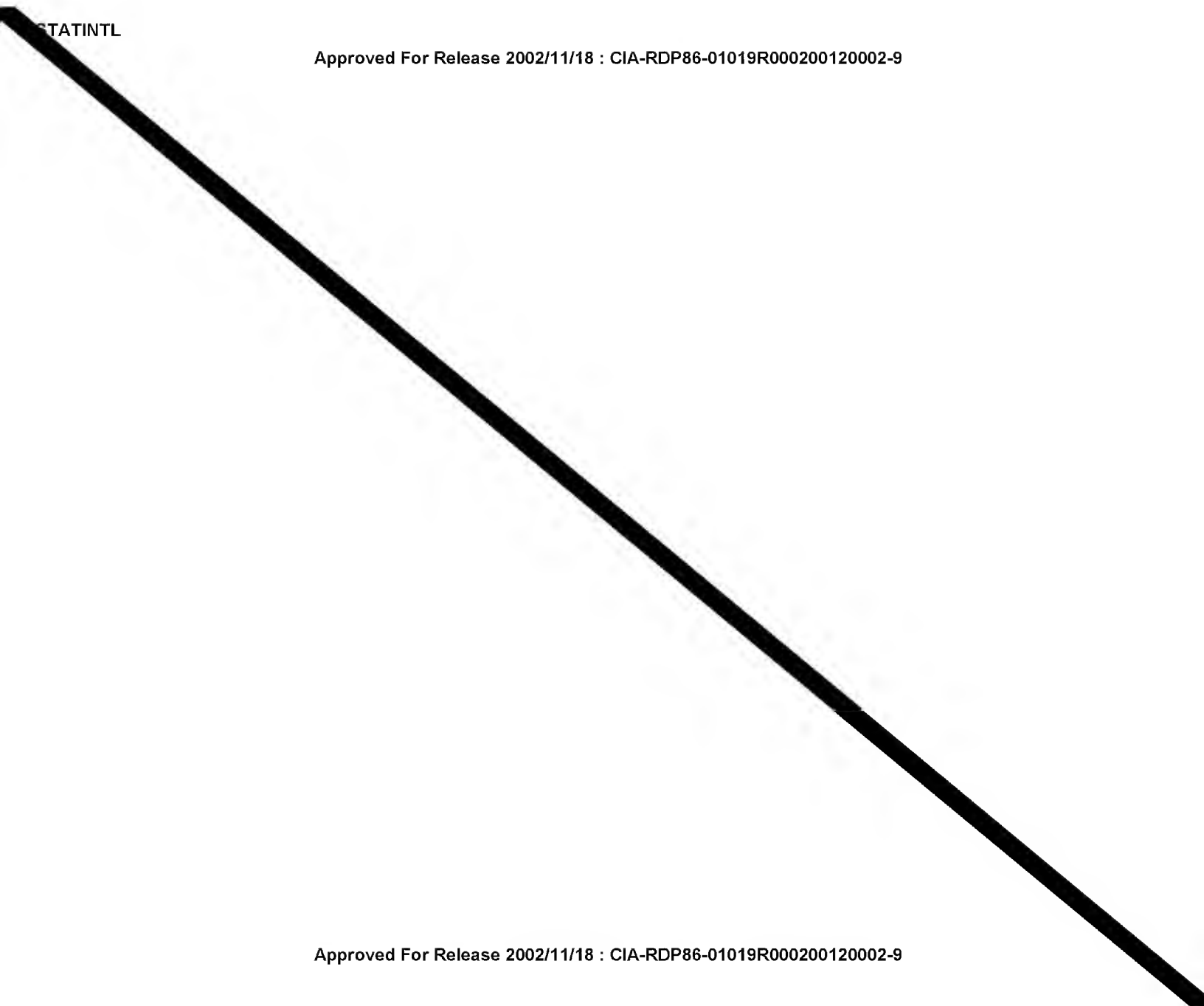
5. EMPLOYMENT - 1972

This column indicates the estimated number of Federal employees actually working on the site as of December 31, 1972. These estimates are largely derived from the Federal Planning Inventory for the National Capital Region conducted by the Federal Planning Division in summer and fall of 1972. The source of these estimates are the following:

- a) The Department of Defense Administration Space Report.
- b) The Public Buildings Service (GSA), Quarterly Report on GSA controlled space.
- c) The Commission's file of approved Master Plans.
- d) Telephone checks with individual agencies and/or installations.

6. EMPLOYMENT - 1992

This column indicates the anticipated total number of Federal employees that will be working on the site in 1992. A 20-year forecast period has been selected to correspond to the time frame being used in the preparation of the Federal Employment Plan and Program. These estimates are largely derived from the Commission's file of approved Master Plans, telephone checks with individual agencies and, where necessary, projections based upon existing levels of employment on the site. These figures are, therefore, preliminary in nature and subject to change in the process of further checks with the agencies involved in the preparation of the Federal Employment Plan and Program.



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NCPC File No. 0885

CENTRAL INTELLIGENCE AGENCY, LANGLEY, VIRGINIA
MOTOR POOL GARAGE

Report of the Federal Planning and Projects Committee

December 7, 1972

The Committee recommends that the Commission approve the final site and building plans for the Motor Pool Garage at the Central Intelligence Agency Headquarters, Langley, Virginia, as shown on NCPC Map File No. 2201.10(38.00)-26979, provided that additional screen planting be provided at the north end of the site.

Environmental Finding

The Committee recommends that the Commission find, based on the Description of Environmental Impact submitted by the Central Intelligence Agency, that the final plans are consistent with the objectives and policies of Section 101 of the National Environmental Policy Act of 1969 and will not adversely affect the quality of the environment in the National Capital Region.

* * *

Previous Commission Action

The Commission, at its meeting on August 5, 1971, approved the preliminary site and building plans for the motor pool garage at the Central Intelligence Agency Headquarters, Langley, Virginia, as shown on NCPC Map File No. 2201.10(38.00)-26323, sheets 1 and 2, with the request that a landscape plan be submitted with the final site and building plans.

The Commission also requested that the Central Intelligence Agency (1) complete a preliminary master plan for the Langley site and submit it for Commission review in conjunction with the final plans for the garage or prior thereto and (2) confer with the National Park Service on the continued use of Central Intelligence Agency buses on the George Washington

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Memorial Parkway prior to the submission of final site and building plans for the garage.

Agency Response

The Agency has submitted a landscape plan with the final plan as requested. The Agency has also submitted a preliminary Master Plan for the Langley site which is being reviewed by the Commission at this meeting.

Project Description

This project will provide facilities to consolidate at the Langley Headquarters all CIA motor pool functions. The four acre site is located in a service area near the west boundary of the installation.

Parking will be provided for 147 vehicles plus seven visitor vehicles. Umbrella-type roof structures will be used to cover some of the parking spaces.

The precast concrete building will contain maintenance servicing, storage lockers, and administrative facilities. It will be 16,380 square foot in size and will be 26 foot in height.

The impact on existing traffic in the area will be minor in that the motor pool and dispatching service are already centered at the Headquarters site.

Employment and Housing Availability

The proposed project will cause the shift of 13 employees from the Arlington site to Langley. Nine of these employees are in a moderate-income range. All presently live within 45 minutes commuting time to Langley and drive to work. Their housing and transportation needs will remain the same; none expect to change their place of residence.

Environmental Impact

The CIA has determined that an environmental impact statement, pursuant to Public Law 90-190, is not required. A Description of Environmental Impact has been submitted (NCPC File No. 0885), which concludes that no adverse environmental impact will result from the motor pool garage project. The Committee believes that the description is an adequate basis for the required Commission environmental finding.

Project Evaluation

The final plans are consistent with the preliminary plans previously approved by the Commission and the Agency has been responsive to the Commission's request.

Additional screen planting should be provided at the north end of the parking area as indicated on the preliminary plans to screen the parked vehicles from view from the outer ring road proposed in the Master Plan.

WASHINGTON, D.C. 20576

NCPC File No. MP91

CENTRAL INTELLIGENCE AGENCY, LANGLEY, VIRGINIA -
PRELIMINARY MASTER PLAN

Report of the Federal Planning and Projects Committee

December 7, 1972

The Committee recommends that the Commission approve the preliminary Master Plan for the Central Intelligence Agency, Langley, Virginia, as shown on NCPC Map File No. 2201.10(05.12) 26978, with the recommendation that, in the preparation of the final Master Plan, the Central Intelligence Agency:

1. maintain a minimum 50-foot landscaped buffer between the Federal Highway Administration's site and the proposed new ring road; no structures or parking will be located by moving the northwest building cluster further south; and
2. integrate parking within major new buildings, in addition to providing parking structures and phase out surface lots to conserve land and reduce impervious surfaces; and
3. develop the proposed loop road on the periphery of the site to carry the primary traffic and utilize the existing road through the center of the site for secondary and service traffic.

The Committee further recommends that the Commission recommend that the Scattergood-Thorne tract and other GSA controlled properties on the south boundary of CIA should be retained as low intensity open space use in this wedge area to provide a landscaped screen for the CIA Headquarters. If this property is developed by CIA the natural features of the site should be preserved and surface parking held to a minimum.

Project Description

The preliminary Master Plan provides for the consolidation of all CIA personnel and functions at the Langley site. New building clusters would provide 1,000,000 gross square feet of new office space. These are planned as low profile structures sited in keeping with the desired campus character of the site. Total employment and parking will not exceed the levels previously recommended by the Commission. Two new proposed parking structures will provide a portion of the parking requirement.

Previous Commission Action

In February 1956, the Commission approved the location for CIA Headquarters at the Langley site. Since that time the main building complex, the power plant, an ancillary facility and surface parking have been constructed on the site.

In response to an inquiry by the Department of Commerce, in January of 1963, the Commission staff studied the traffic, land use, and other implications of more intensive use of Federal property at Langley as a Federal Employment Center. As a result, the following guidelines for the future utilization of the property were identified by the Commission:

1. Federal employment on this site shall be limited to approximately [] parking spaces in addition to the existing CIA employment, including expansion.

2. Approximately 25 to 30 acres shall be reserved, in addition to land required for the Bureau of Public Roads Research Station, for the [] person building site.

3. The remaining lands shall be transferred to the National Park Service as an addition to the George Washington Memorial Parkway and developed as a regional recreational facility.

Upon reexamination these guidelines are still valid. The projected [] additional employees and [] additional cars at the CIA/FRC complex is considered to be the effective capacity of the access and egress facilities existing and/or planned to serve these sites.

At its meeting on June 1, 1972, the Commission approved revised boundary lines for the George Washington Memorial Parkway adjacent to the CIA site to incorporate 230 acres of land declared excess by DOT.

Environmental Impact

The CIA has determined that an Environmental Impact Statement pursuant to section 102(2)(c) of the National Environmental Policy Act of 1969 is not required, and has submitted a Description of Environmental Impact. The Description concludes that no significant environmental impact will result from the proposals in the Master Plan.

Employment and Housing Impact

Currently, Headquarters employees residents are distributed as follows: Virginia - 68 percent; Maryland - 22; D.C. - 10 percent. The greater number of employees reside within 30 minutes commuting time of Headquarters. This fact, along with supporting data, indicates that a minimal number of personnel relocations would result due to an Agency consolidation at Langley. Ten percent of the personnel to be relocated now work in the District of Columbia and the other 90 percent work in Arlington and Fairfax Counties, Virginia. Specific numbers of employees have not been presented since personnel data are classified information, as prescribed by the National Security Act of 1947.

Of the Agency employees to be relocated to Headquarters, 69 percent reside in Virginia, 21 percent in Maryland, and 10 percent in the District of Columbia. Since most Agency facilities are in Virginia and the existing residential patterns are in reasonably close proximity to the Headquarters Building, it is projected that mileage and travel time for the greater number of personnel will be reduced by 25 percent, except for those residing in the District of Columbia. District of Columbia residents will, however, travel in the reverse traffic flow on the George Washington Memorial Parkway and Virginia Route 123 during peak traffic hours.

The Agency states that 2.5 percent of those to be relocated are in the low income status of which less than 4 percent are in a minority group. Thirty-two percent of the personnel to be relocated are in the moderate income status of which 10 percent are in a minority group. Of the personnel currently in the low income status, 30 percent reside in the District of Columbia (NW), 63 percent reside in Virginia, with the remaining 7 percent in Maryland. Those in the moderate income status have the following places of residence: 13 percent in the District of Columbia (1/2 NW, 1/4 NE, and 1/4 SE), 76 percent in Virginia, and 11 percent in Maryland. In view of the current distribution of employees by place of residence, the Agency will be in compliance with regulations on relocation of employment developed by the Department of Housing and Urban Development and the General Services Administration as announced in the Federal Register, June 7, 1972.

Project Evaluation

The proposed employment increases and parking at the Langley site are compatible with the access capacity determined in the NCPC staff report dated January 9, 1963. Staff discussions with the Federal Highway Administration about the Master Plan for the Fairbanks Highway Research Station revealed a proposed ultimate expansion of this facility from 150 employees to 300 considering the reduced size of the site after the conversion of 230 acres to park use as part of the George Washington Memorial Parkway.

The Commission has previously expressed its support of structured parking, preferably integrated with buildings, in its review of master plans for other

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Federal installation. To further this objective, to employ and to better utilize the land thereby reducing the amount of land coverage and impervious surfaces, more parking should be developed as structures and integrated with other buildings, if possible. This would also enhance the campus type development desired by allowing more land to be devoted to landscaping, and would result in a more compact organization.

The land along the Dolley Madison Boulevard frontage now proposed for visitor facilities and surface parking lots for employees should be retained as non intensive public use.

Maintaining existing generous landscaped buffers to provide visual and security screening are an important part of the CIA development. A similar provision should be made along the border of the FHA and CIA properties. The new office complex should be sited further south to permit the buffer to be expanded.

30 SEP 1970

MEMORANDUM FOR: Deputy Director for Support

SUBJECT : Policy Recommendations for the Location of
Federal Work Facilities in the National Capital
Region

REFERENCE : Letter dtd 13 Aug 70 to DCI fr Exec. Dir. NCPC,
same subject

1. This memorandum is for information only.

2. If the policy recommendations set forth in the reference are accepted by the President and enforced through an Executive Order, new locations and relocations of Federal offices would fall under the review and control of the National Capital Planning Commission (NCPC) which is invested with right of approval over site selection.

3. NCPC policy goals are twofold:

a. Improvement of conditions for low and moderate income (up to \$10,000 per annum) Federal employees in housing supply and "fit" of home to job locations.

b. Improvement of economic balance within the metropolitan region (central city versus suburbs).

4. Implementation of NCPC goals would require that a subject site for new or relocated facilities meet the following preconditions prior to approval by NCPC:

a. Housing - adequate supply for the low and moderate income employees of all races and creeds be available within 45 minutes commuting time by public transportation.

b. Transportation - adequate public transportation and highway systems to serve the increased load on the neighborhood.

c. Regional Economics - proposed Federal operations be consistent with planning efforts to keep a balanced growth between the central city and the suburbs.

**SUBJECT: Policy Recommendations for the Location of Federal Work Facilities
in the Fort Belvoir Area**

5. Impact on Agency planning:

a. NCPC wants to staunch the flow of Federal operations to the suburbs until the central city is built up to potential. The Agency's goal is consolidation at Langley. To achieve permission for such a move, it would be required to show:

- (1) Overriding need for suburban relocation of facilities.
- (2) Adequate housing and community facilities within prescribed community radius, particularly for low and moderate income employees.
- (3) Adequate public transportation service to Headquarters.
- (4) Traffic loads imposed by consolidation do not overload local road networks.

b. The greatest impact would probably be in the amount of extra staff planning work and presentations required. Research and analysis of the pre-conditions may necessitate retention of consulting firms, to assist Agency planners.

c. Obviously, early and continuing liaison with NCPC will reveal the exact influence these NCPC recommendations may have on Agency consolidation planning.

6. It is anticipated that achievement of our goals for 1980 will fit the projected city/suburban balance and that housing and transportation conditions at that time will meet NCPC approval. Also we would be adding to the existing Headquarters and not proposing a new location. Much depends on actions by other government organizations.

a. For instance, if intensive use of a portion of BPR land by DIA or another large operation is proposed simultaneously with the Agency consolidation effort, the total resultant may exceed NCPC limitations and be cause for resistance to or rejection of the CIA proposal.

b. Or renewed activities by other Federal offices in the central city may bring regional development into balance by 1980, eliminating one of the potential problems.

7. It is recalled that during a meeting with Mr. Donald Bozarth and Mr. Edward Hromanik of NCPC in the office of the DD/S on 27 May 1970, Mr. Bozarth spotted the

**SUBJECT: Policy Recommendations for the Location of Federal Work Facilities
in the National Capital Region**

projected new entrances on the Building Planning Staff's (BPS) schematic layouts and noted the need for them. The NCPC representatives also agreed that some type of multilevel parking facility would probably be required to keep from covering extensive amounts of land with blacktop. It was mentioned that some acreage (amount unspecified) would need to be acquired from BPR, and that it would probably be necessary for the Agency at some point to request permanent acquisition of the West Parking Lot and Helipport. Mr. Bozarth's opinion at that time was that another large agency could not be supported in the Headquarters environs by the existing road network. The NCPC representatives commented favorably upon the "Master Plan" approach in the BPR planning efforts and that a "Master Plan" for construction will have to be submitted for consideration by the Commission (through the Virginia Planning Authorities) before it would be receptive to an approach on any single structure. The comments made at the above meeting relate closely to sections of the policy recommendations report discussed in the preceding paragraphs.

Signed: John F. Blake

John F. Blake
Director of Logistics

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5 June 1970

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting between Representatives of the National Capital
Planning Commission and Agency DDS Officers

1. On 27 May 1970 Mr. Donald Bozarth and Mr. Ed Hromanick of the Staff of the National Capital Planning Commission (NCPC) met with R. L. Bannerman, DDS, John W. Coffey, ADDS, John F. Blake, D/L, and the undersigned. The purpose of the meeting was to inform the NCPC representatives of Agency plans to undertake new construction at the Langley site in order to provide greater efficiency in Agency operations and to advise them of the probable need for some Bureau of Public Roads (BPR) space. It was also the intention of Agency officers to assess the current tendencies and interests of NCPC as they might relate to further Agency construction at the Langley site.

2. After a few introductory comments and luncheon in the Executive Dining Room, the group convened in Mr. Bannerman's office. As planned in advance Mr. Bannerman guided the discussion. He brought out the problems which are experienced by the Agency dispersed as it is [] throughout the Washington Metropolitan Area: waste in man hours, difficult communications, rentals, and the like. Mr. Bannerman stated that some of our people have been uprooted from the Headquarters Building by special equipment requirements and expansion of computer activity and related storage; he also commented on new projects which the Agency was required to carry out. The discussion included the problem of parking as well as the need for new entrances and the improvement of access roads. Mr. Bannerman noted the Agency's continuing interest in eventually acquiring the Scattergood-Thorne property and mentioned the other properties to the east of the original site which had been procured for security reasons.

3. Four of the BPS schematic layouts for consolidation on Headquarters land were shown to the NCPC representatives. The artist rendering of each schematic layout was also shown to the visitors. In describing some of the facilities, Mr. Bannerman mentioned the need to expand the powerhouse and related utilities noting that the total amount of new construction over the years would be around 1,500,000 square feet. It was stated by Mr. Coffey that when the consolidation was completed the Agency would still be within the planning figure [] set down earlier as a "personnel ceiling" for the Agency by the NCPC. It was

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GROUP 1
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downgrading and
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Approved For Release 2002/11/18 : CIA-RDP86-01019R000200120002-9

indicated that the Agency anticipates a "campus-type" arrangement of its buildings, with construction scheduled over a number of years. .

4. Mr. Bozarth noted on the drawings plans for placing a second entrance on the George Washington Memorial Parkway; a general discussion followed during which it was recognized that such an entrance would be necessary if a balanced flow of traffic into the Headquarters site was to be worked out. It was noted also that an improved entrance from route 193 near the present BPR's entrance or as an expansion of it would greatly improve the accommodation of the anticipated traffic load upon completion of the consolidation at the Langley site.

5. Mr. Bannerman commented on earlier efforts made by the Agency to improve the flow of cars into Gate 3 by controlling the 2 lanes of traffic both before and after entering the site. He also mentioned the cooperation which the Agency received from the Fairfax County Highway Authority in adding a green arrow and an additional lane permitting a constant right turn off of route 123 onto the Gate 1 access road. The NCPC representatives appreciated the Agency's traffic problems and were obviously impressed by the Agency efforts to diagnose and solve them. Actual numbers of vehicles entering the various gates were not given although the percentages of traffic flow were mentioned. Mr. Bozarth and Mr. Hromanick were advised that the improvement of route 193 now planned by the Virginia authorities for 1985 would greatly benefit the Agency in that a large amount of Virginia traffic now bypasses routes 123 and 193 going to the George Washington Memorial Parkway and coming in through Gate 3. This contributes to a choking effect at that gate which delaying effect could be eliminated by the improvement of 193 and the construction of an efficient interchange where 193 and 123 come together.

6. Mr. Bozarth recommended that the Agency employ a firm of traffic consultants to make a thorough study of the traffic flow which the feeder roads to the Langley site would accommodate. He indicated that DIA was having such a study made. He added that his present opinion was that another large agency could not be supported by the present road network.

7. The problem of parking the additional vehicles resulting from the consolidation was fully recognized by the NCPC representatives. They noted that Congress recently had granted funds for the first time for the construction of a parking building. I commented that to follow the cheaper plan of providing blacktop surface parking would eat up all available space and generally destroy the beauty of the site. They agreed and indicated in their recognition that some type of multi-level parking facility would probably be required, and that the space still available to the Agency on its site would not readily accommodate both the office structures to be built and the necessary parking space. No specifics were given as to the amount of space

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which might need to be acquired from BPR. However, it was noted that we may have to request some acreage and that it probably would be necessary for the Agency at some point to request permanent acquisition of the West Parking Lot and Heliport. It was noted that a large amount of money has already been put into the development of this area even though we currently have only a 30-day use permit from BPR.

8. Mr. Bannerman and Mr. Blake had to leave the meeting early for other appointments. Mr. Coffey and I remained with the NCPC representatives and provided some further explanations as to contemplated building requirements and the direction which the planning was moving. Mr. Hromanick stated that they were pleased to note that the Agency was working on a "Master Plan" basis and not attempting a piecemeal, disjointed construction effort. At the conclusion of the discussions, we toured the Headquarters and BPR sites with [redacted] C/LSD. The NCPC representatives took particular note of the EAA Athletic Fields, the possibility of expanding the BPR access road from route 193, the location and size of the BPR facilities, the West Parking Lot and Heliport with the entrance road off of the BPR roadway, the powerhouse and the sewage disposal arrangement noting the need to expand both, the uniqueness of the cafeteria, the North and South loading platforms,

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[redacted]
the size of the Directors garage and limited parking therein, and the general parking conditions plus the pleasant surroundings of the Headquarters Building.

9. At the conclusion of this trip a discussion took place at the front entrance. Information was solicited from the NCPC representatives as to the procedures and timing of any submission that the Agency might make to the Commission. Mr. Bozarth noted that the Agency should work most closely with the Virginia Planning Authorities and that submissions received by NCPC following reviews by the state authorities would require at least 60 days for proper consideration by the Commission. A "Master Plan" will have to be submitted for consideration by the Commission before it will be receptive to an approach on any single structure. He recommended that we review the BOB circular A 11 and the National Capital Planning Commission Act, and the Presidential and Congressional action which established the Commission in 1966. There was a brief discussion between Mr. Coffey and Mr. Bozarth on the handling of DIA contacts, and it was agreed that Mr. Coffey would follow up his earlier meeting with [redacted]. NCPC will continue its dialogue with DIA in determining the continuing interests which the latter organization may have in the BPR property. Mr. Bozarth added that it may be necessary for the U.S. Government to assert itself over local (Arlington) interests and force the Arlington Hall decision in favor of placing DIA on that site.

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[redacted]
Chief,
Building Planning Staff, OL

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FILE

18 FEB 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Conversation with Mr. Donald Bozarth, Director, Current Planning and Programming for the National Capital Planning Commission

25X9 1. On 26 November 1968, Mr. Donald Bozarth of the staff of the
25X9 National Capital Planning Commission telephoned to check out some figures
25X9 to be used in the course of upcoming Commission meetings. He indicated
25X9 that Commission records on Federal employment showed a 1966 Agency
25X9 figure of [] employees. The NCPC recommended "employment ceiling"
25X9 for the Agency is [] The Commission has in mind a further increase
25X9 in this area of [] employees to be divided between the Bureau of Public
25X9 Roads and CIA. Mr. Bozarth stated that BPR estimated an increase in
25X9 personnel over the next 15 years of the dimension 150 to 500. The
25X9 Commission intends in its planning to allow for a 1985 figure of 500 for
25X9 BPR with the balance of the increase to CIA, placing the Capital Planning
25X9 Commission's Agency "ceiling" at [] Mr. Bozarth wanted to know
our current strength figure to compare with the [] of 1966 and also
to know if the other figures are adequate in Agency terms. Finally, he
asked if the figures are considered to be classified and, if so, what num-
bers the NCPC could use. I told him that we had some other conversations
under way with GSA involving similar information and I preferred to check
to ensure consistency in our responses.

25X9 2. Consultation with the Office of Logistics produced the information
25X9 that the Agency has in the Metropolitan area [] employees. Of these
25X9 [] (includes GSA, GSI, PSD, C&P Telephone) are in Langley. Since our
actual figures are more than comfortably within the outside numbers estab-
lished by NCPC, it was agreed, in consultation with Mr. Bannerman, that
we would merely acknowledge to Mr. Bozarth that his figures were entirely
satisfactory without giving him actual numbers.

3. It was not until 5 December 1968 that I was able again to contact Mr. Bozarth to confirm his use of the figures he had given. Mr. Bozarth asked if there was any difference if he used [redacted] I answered in the negative.

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4. As a separate but related action, Mr. Cornell Bowman, who works with Mr. Bozarth, but not full time, telephoned to ask a similar question about a property they had listed [redacted]

STAT

JOHN W. CONLEY
Assistant Deputy Director
for Support

ADD/S:JWC/ms (18 Dec 68)

Distribution:

Orig - DD/S Subject w/Background *

1 - DD/S Chrono

1 - Director of Logistics (9/29/69) ✓

*Statistics provided by OL, 11/26/68.

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Next 1 Page(s) In Document Exempt

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DD/S 68-3641

17 July 1968

MEMORANDUM FOR THE RECORD

SUBJECT: Conversation with Mr. Donald Bozarth, Director, Current Planning and Programming for the National Capital Planning Commission

STATINTL

1. On 3 July I responded for Mr. Bannerman to a call to him from Mr. Donald Bozarth, Director of Current Planning and Programming for the National Capital Planning Commission. Mr. Bozarth had been in touch with Mr. [] on 28 June desiring to talk about further growth in the Langley area; and Mr. Bannerman had unsuccessfully attempted to make contact.

STATINTL

2. Mr. Bozarth stated in the outset that he was uncertain as to the individual who should be contacted and had, therefore, spoken with Mr. []. He clarified his reason for calling as being one in connection with the Commission's work on a future over-all Federal employment and program plan for the entire capital region which would permit action such as advising the Bureau of the Budget regarding employment levels. The Commission periodically receives inquiries from Federal agencies and some non-Government organizations as to the uses to which certain pieces of property would be put. An example would be the land next to the Agency's Headquarters area.

STATINTL

STATINTL

3. The balance of the conversation dealt primarily with the CIA Headquarters area and likely population growth in that area. Mr. Bozarth indicated that the Commission's traffic and transportation people themselves, in conjunction with Fairfax County, have established an additional employee ceiling for this immediate area of []. The Commission has further assigned this [] employee expansion figure tentatively to CIA. The Commission assumed, even without contact with CIA, that it, as is true of the majority of other Federal agencies, needs room to grow to some extent. The Commission also has in its longer range thinking the

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displacement of the Agency's facilities near the Kennedy Center which are needed for the Center and an extension of the Mall. The Commission anticipated that employees from that area could be taken care of in the Headquarters area. Mr. Bozarth further indicated that there has been a recent inquiry from another Government agency and that there had been some consideration of locating the Harry Diamond Labs in this area.

4. Mr. Bozarth asked if we could confirm, concur, or comment on the validity of the Commission's views on the [] employee population increase assignment to CIA. I told him that the Agency felt it prudent to anticipate the transfer to its Headquarters area of personnel now housed in expensive rental property such as in the Rosslyn area. I indicated that, due to limitations on construction, with which he was familiar, CIA could not anticipate specific construction action to create space enabling such transfers. I said that we would agree that our population should increase, given some relief on construction, and that the Commission's assignment of the [] employee population increase to the Agency would be considered correct. STATINTL

5. Mr. Bozarth elaborated the DIA picture about which we had heard sometime ago. He said that everyone agreed that the best answer for DIA was to build at Arlington Hall. This included the Congressional committee members who were considering the DOD request for construction money for the DIA building (DOD having in hand both the authorization and the building plans). As a gesture to Arlington County, which objected strongly to the use of Arlington Hall for the DIA building, DOD had been told to research all other possible sites. These included the BPR land. If I understood Mr. Bozarth correctly, the Commission had reacted negatively to this inquiry.

6. I expressed appreciation for the Commission's position which would appear to protect the Agency's possible future growth. I clarified that what I had said did not indicate either that we were prepared to move from the E Street area or that we were forever opposed to considering such a move. I noted further that our current idea would be to move first those employees who are in high cost rental space.

7. Mr. Bozarth said that this conversation had provided the confirmation which he had sought and that there would be no present need for further discussion. He offered, and I accepted, to send to Mr. Bannerman and to me copies of the Commission's comprehensive plan, with maps, which had been developed and distributed to Cabinet officers and agency heads a couple of years ago.

[]

John W. Coffey

STATINTL

Approved For Release 2002/11/18 : CIA-RDP86-01019R000200120002-9

10 APR 1969

MEMORANDUM FOR: Director of Central Intelligence

SUBJECT : Information on Defense Intelligence Agency Request
to Congress for Building Authorization

1. This memorandum is for your information only.
2. Recently the Office of Logistics received advice from an informal liaison contact on the Building Planning Staff of the DIA that on 31 January 1969 Senator John Stennis introduced a Bill (S. 779) to authorize construction as follows: "Headquarters Defense Intelligence Agency, Arlington Hall Station, Arlington, Virginia: Operational facilities, \$28,236,000." This same contact offered additional information to the effect that a similar appropriation request has been presented three or four times in the last six years. Almost every time the Congressional Committee asked about other sites being investigated and this time a study has been prepared stating the conclusions drawn after analyzing some thirty potential sites. The liaison contact indicated that the Bureau of Public Roads property is high on the list of "potential" sites.
3. Based on their discussions with their DIA contact, the Office of Logistics has interpreted the above information as indicating a strong possibility that while DOD has submitted the request for construction at Arlington Hall, the DIA itself would prefer construction at the Bureau of Public Roads property.
4. To the above might be added one other item of interest concerning the BPR property. OL has also advised that under the reduced Sentinel defense system the D.C. area is to be the site of a Sentinel missile installation; such being the case, DOD (apart from any DIA construction requirement) might have an interest in the BPR property for this Sentinel installation.

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5. I am reporting this matter against the possibility that DIA may seriously turn their interest to constructing their building on the adjoining BPR property. On a long-range basis we have hopes of constructing a second building on our present property for the centralization and facility improvement of our various units scattered around town. Based upon projections up to 1980 by the National Capitol Planning Commission, including road building programs, the CIA holdings and the BPR holdings could assimilate an additional [] people in the next ten years. It would be quite difficult, I think, to accommodate a DIA headquarters building at the same time and such a building would preclude proposed expansion that we have in mind which would utilize some of the present BPR property.

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6. We will continue to monitor this matter and will report developments.

[]

A. L. Bannerman
Deputy Director
for Support

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20 DEC 1968

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1 PM 20/22
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MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with [redacted] Office of the Defense Intelligence Agency Building Coordinator

1. At the request of [redacted] we had lunch on 19 December 1968.
2. The important items discussed were as follows:

a. Defense Intelligence Agency personnel still consider the Bureau of Public Roads property as the most attractive for their proposed new building. They have had further discussions with the National Capital Planning Commission which is in favor of an office building in the area in preference to a safety research and development facility (see attached article copied from December 1968 Professional Engineer News). The National Capital Planning Commission has indicated to DIA that it would not object to increased personnel (over the [redacted] appearing in earlier correspondence) provided the necessary road net-works are developed.

b. The Department of Defense is prepared to offer more appropriate property for BPR's research and development safety track program elsewhere in the U. S. in exchange for the BPR holdings in Langley.

c. I got the impression that until the changes of Administration occurs everything is in limbo. Both President-elect Nixon and future Secretary of Defense Laird have both made campaign statements that some of DIA's responsibilities should be returned to the Services.

d. In February an announcement is planned indicating that the BPR property is a prime site for an ABM installation. This fact is a sensitive and highly classified item at this time according to Mr. Brigham. He was obviously letting us know since the ABM project is a DOD competitor for the same site.

3. Most of the above information was brought to the attention of the Deputy Director of Logistics who is investigating further.

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SUBJECT: Meeting with [] Office of the Defense Intelligence
Agency Building Coordinator

Distribution:

Original - DD/L w/att

- 1 - OL/RECD Official w/att
- 1 - OL/RECD Chrono w/att
- 1 - OL/RECD Reader w/o att

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OL/RECD/ [] (19 Dec 68)

Department of Transportation's Plans for a Highway Test Center at Langley

Deputy Director of Logistics
1206 Ames Center Building

14 OCT 1968

STAT

Mr. R. L. Bannerman
Deputy Director for Support
7D26 Headquarters

Dear Bob:

1. The attached Memorandum for the Record concerning potential use of the Bureau of Public Roads property at Langley for the site of a new 'highway safety testing track' contains more hard information than previously reported. Per my telephone conversation with you on 8 October 1968, we do not now propose from this level to contact directly the Federal Highway Administration on this matter.

2. Subparagraph d of the attached Memorandum for the Record also gives a different insight into the possible swapping of the Bureau of Public Roads site for a Department of Defense site in Detroit, with the obvious intent of trying to locate a Defense Intelligence Agency building at Langley.

Signed: John E. Blake

John F. Blake

Att:

M/R dtd 11 Oct 68
by DD/L, same subject

Distribution:

Orig - DD/S, w/att (2 cys)

1 - OL Official, w/att

1 - OL/PS, w/att

✓ 1 - OL/RE&CD, w/att

1 - D/L Chrono, w/att

1 - DD/L Chrono, w/att

OL/PS [] (11 Oct 68)

STATINTL

CONFIDENTIAL

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8/2

14 OCT 1968

MEMORANDUM FOR THE RECORD

SUBJECT : Department of Transportation's Plans for a Highway Test Center at Langley

REFERENCE: M/R dtd 25 Sept 68 by DD/L, subj: Status of the Defense Intelligence Agency's Building Plans

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Messrs. [] Chief, Planning Staff, OL, and [] Chief, Real Estate & Construction Division, OL, met on Tuesday, 8 October 1968, with [] Defense Intelligence Agency Technical Coordinator, in [] office in the Ames Center Building. Messrs. Malanick and [] reported on the meeting as follows:

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a. [] requested the meeting and desired to discuss further his findings concerning the Department of Transportation's plans for constructing a highway safety test track and related facilities on the Bureau of Public Roads site at Langley. He advised that information had been obtained from personnel in the office of Mr. Lowell K. Bridwell, Federal Highway Administrator, to the effect that the Department of Transportation has developed an \$11 million dollar program for construction of the test center at the Langley site. The Department of Transportation plans to present the program to Congress in time for inclusion in the fiscal year 1970 budget.

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b. [] stated that he had seen actual drawings of the test center. If constructed as planned, the entire 329 acres now assigned to the Bureau of Public Roads will be used and approximately 500 people will have their offices at the center. The Department of Transportation anticipates no problems in obtaining approval of the program, since it is in response to Congressional urging to develop a safety testing capability.

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c. [] confirmed that he is still a member of the committee conducting a survey of sites for a new Defense Intelligence Agency headquarters

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OL 8-6994

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Approved For Release 2002/11/18 : CIA-RDP86-01019R000200120002-9

SUBJECT: Department of Transportation's Plans for a Highway Test Center
at Langley

25X1A structure. In response to our query, he advised that Bolling Air Force Base and Langley are considered highly suitable due to their proximity to the White House in comparison with other sites, such as Fort Meade and Fort Belvoir. He indicated that several problems were involved in the Bolling site, including adjacent aircraft operations and plans for another large military building for 10,000 personnel at that location. The National Capitol Planning Commission's limitation of [] personnel at the Langley site also presents a problem there, but he believes that this ceiling can be lifted if the access roads to that location are improved.

25X1A d. [] mentioned another interesting point concerning the possibility of an exchange of rights to the Langley site between the Department of Transportation and the Department of Defense. Under this proposal, Department of Defense property in the Detroit area would be transferred to the Department of Transportation and, in exchange, the Bureau of Public Roads land at Langley would be transferred to the Department of Defense. Mr. 25X1A [] believes that there would be no difficulty in making such an exchange.

Signed: John F. Blake
John F. Blake
Deputy Director of Logistics

12 OCT 23 10 18 AM

MEMORANDUM FOR THE RECORD

SUBJECT: Discussion with [] on 8 October 1968
concerning the Defense Intelligence Agency's Building Plans

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1. [] briefed Messrs. [] on the Bureau of Public Roads' plans. These discussions between the Defense Intelligence Agency and the Bureau of Public Roads took place within the last month. The Department of Transportation is presenting an 11 million (Fiscal Year 1970) request for facilities in the Langley area (about 500 people). The purpose of the program is to develop a facility to make safety track skid tests; impact tests, etc. The program is in response to a Congressional request to develop this capability.

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2. In response to with whom in the Department of Transportation he discussed the matter, [] indicated with FHA, Mr. Lowell Bridwell, who is under the Secretary of Transportation, Alan S. Boyd.

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3. [] restated the Defense Intelligence Agency's interest in the Langley site. He was asked whether this followed Arlington Hall, Fort Belvoir, Fort Meade, and Bolling AFB in priority. He said that he was on the committee recommending sites, and Bolling and Langley were highly considered because they were near the White House. Bolling had problems; namely, completely committed, another large military building planned (10,000 people), aircraft landing patterns above, etc. He noted the National Capital Planning Commission's limitations of [] at Langley; but said they had also indicated that if access roads were improved, this figure could be increased. He noted our access onto the George Washington Parkway as well as Turkey Run.

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4. [] indicated the Department of Defense (Mr. William H. Point) had asked the Department of Transportation if the Bureau of Public Roads' land was available and received a negative reply. [] has recently been investigating an exchange of the Bureau of Public Roads' land for Government (DOD) property near Detroit, Michigan. The Department of Defense has indicated that such assets are available. However, the approach has not yet been made to the Department of Transportation, but [] is anticipating that it will be.

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SUBJECT: Discussion with [] on 8 October 1968 concerning
the Defense Intelligence Agency's Building Plans

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5. [] left a copy of the attached map which the Defense Intelligence
Agency had been given by the Bureau of Public Roads.

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Chief
Real Estate and Construction Division

Att

Distribution:

Original - DD/L

1 - OL/RECD Official

1 - OL/RECD Chrono

25X1A

OL/RECD/[] (9 October 1968)

CONFIDENTIAL

ROUTING AND RECORD SHEET

SUBJECT: (Optional) National Capital Planning Commission (NCPD) Planning Criteria Relative To Various Uses of the Langley Federal Land Complex

FROM: Deputy Chief, Real Estate and Construction Division, OL 906 Ames	EXTENSION <input type="checkbox"/>	NO. DATE <div style="text-align: center;">16 July 1974</div> <div style="text-align: right;">STAT</div>
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TO: (Officer designation, room number, and building)	DATE	OFFICER'S INITIALS	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)
	RECEIVED	FORWARDED	

1. C/RECD/OL
906 Ames

7/16 7/16 *S*

2. Director of Logistics
1206 Ames

16 JUL 1974 *ly*

3. A-DD/M&S
7D26 Hdqs.

19 JUL 1974 *DD/M&S*

4. Director of Logistics
Rm 1206, Ames Center

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3. Per your request, the attached draft discussion paper has been prepared as a suggested base for your impending response to the DCI on the referenced subject matter. The paper discusses the background of CIA, NCPD, and DIA planning involvement in the Langley Federal Complex, elaborates upon NCPD planning criteria for the area, and submits conclusions and comments concerning the CIA/DIA posture in this area relative to the various factors and influences impacting upon the future utilization of this land.

Copies of several key memorandums, charts, and data sheets pertaining to previous thinking in this area have also been attached for your information and reference. Information most pertinent to this effort is indicated by red markings.

3 to 4 - See your copy of DD/M&S 74-2678, attached.